

For Sale - A good frame dwelling with seven rooms, eight closets and pantries, cellar, well, etc., etc., all or improvements. Lot 100 by 150 ft., well filled with bearing fruit trees. \$1,500.
Apply at my office.

Wanted, at the Farmer's Store, 27 North Church street, in exchange for cash and goods, all kinds of produce April 30 - d&wpm E. B. PRATT

TALK ABOUT LOW PRICES!

CALL AT

J. R. RACE & CO.'S MARBLE FRONT Clothing House!

WATER STREET, DECATUR, ILLINOIS.

Men's Summer Suit, \$1.50
Blue Flannel Suits, \$6 up to the
finest made.

All wool Cambric Suit, from
\$1.50 up.

Summer Coat, for men and boys,
40 cent.

Marselles and Duck Vests, from
\$1 up to the choicer article.

Batting of Cottonette Pants in
the U. S., from \$6 to \$1 a pair.

Ladies, don't bother yourselves
making or partly making up Shirts
for your husbands or sons, when
you can buy ready-made, unham-
pered Shirts at J. R. Race & Co's

at 75¢, \$1.00 and \$1.25, Laundry
Shirts from 75¢ up to the best in
the market.

A fine line of Summer Drawers
and Gauze Undershirts, at prices
that defy competition.

Boys' Wool Hats at 50 cents, the
best in town at that price.

Men's Wool and Fur Hats in
proportion.

Best \$5.00 Silk Hats in town.

Boys' Suspender, 10 cents a
pair.

Men's Suspender, from 15 cents
up to the finest silk web.

Paper Collars, 10 cents a box.

J. R. RACE & CO., MERCHANT TAILORS!

Water Street, Decatur, Illinois,

Have the largest stock in town of Cloth, Costumes and Vestments, which they are
prepared to make up to order in the most fashionable styles, and at prices to suit
the time. We have two FIRST CLASS CUTTERS, equal in ability and taste to
any in Illinois. Satisfaction guaranteed.

J. R. RACE & CO.

Also have on hand the largest stock of Ready made Clothing and Gent's Fur
and Wool Goods ever offered in Decatur. All these good are offered for cash, and
certainly, at prices that cannot be touched elsewhere in Central Illinois.

June 15, 1877 - d&wpm

N. LAUX & BRO.



HAVE ON HAND

New Undertaking Establishment

Two Doors South of the Saint
Nicholas Hotel.

We will engage the services of a
skilled Undertaker to superintend all
funerals having a Pianoforte and Cen-
tral Heating Supply.

A. D. 1877

WE ARE GOING TO THE HIGH-
EST point of the said establishment
in the city of Decatur, Illinois, to
have a Funeral Home and Cen-
tral Heating Supply.

COFFINS!

TRIMMINGS AND SHROUDS at wholesale

S. E. NICOLAS



LIVERY, FEED

AND

SALE STABLE.

Fried Chese Quiche

N. LAUX & BRO

\$1.15 - d&wpm

Master's Sale.

STATE OF ILLINOIS, 1877
MACON COUNTY, Circuit Court

Daniel Mahan vs. Frank, Moses, John
Moore, Alan Shepherd and Johnathan

PUBLIC NOTICE, 1877, DECATUR, ILLINOIS

That it is necessary to sell the lot of land

described in the状, with a house in said

land, in the name of John H. Smith, Jr., John

A. Brown, and John H. Smith, Jr., and

Court, on Tuesday, the 11th day of August,

A. D. 1877

at the hour of 1 o'clock p.m. on said day

and at such place as the highest

bidder may fix at the west door of the

Court House in Decatur, in said county, the

following described lot of estate situated

in the city of Decatur, in Macon County, Illino-

is, to wit, the same described in the

following terms:

One acre and one-half

acres, bounded on the east by the

South Main street, and on the

west by the same described in the

lot of land described in the

HAMSHER & MOSSER,
Publishers.
DECATUR, ILLINOIS:
Saturday Evening, July 28.

ALL OVER.

Our local columns contain a full account of the breakdown of the railroad strike in Decatur. It would be improper to dismiss the subject without bearing testimony to the coolness and perseverance displayed by Mayor Chambers and those upon whom he relied during the trying season through which we have passed. It was not alone the rumored approach of state troops which caused the mob to weaken, but the assertion by the mayor that he was now fully prepared to enforce the law, and intended to do so. The mob well knew that a company of determined men, armed and equipped, rested on their arms at the court house, and eagerly awaited the order of the mayor to march to the depot and disperse the rioters. We have no time now to moralize upon the strike and its causes, we only congratulate the people upon the successful and peaceful dispersion of the mob, and exhort everybody to cease from inflammatory or uncivil talk, and endeavor to set the wheels of business in motion as speedily as possible.

WONDERFUL what a soothing and quieting thing "bayonet rule" is!

A fellow who rejoices in the sordid quiet of "Duty Bill" was one of the leaders in the Sun's very respectable rebellion.

The workingmen of Decatur have already lost over half a week's work by reason of the "very respectable rebellion" whose chosen organ divides its time between the glorification of the mob and the vilification of reputable citizens.

Not a word of commendation for the authorities who put down the mob, but copious apologies for the doings of the strikers. We refer to the Sun, but then it should not be forgotten that the Sun is the organ of the mob.

RV. NEWTON CLOUD, of Waverly, Illinois, died, a day or two since, at the age of 72 years. Mr. Cloud was President of the Constitutional Convention of 1818 and afterward Senator and also a member of the House of Representatives. He was also a popular and influential preacher of the M. E. Church.

At last all the trouble is over and the mob put down by an exhibition of force upon the part of the authorities, the organ of the mob admits that "the sub committee" really did use threats to compel the factories to close. So at this late day, when there is no more capital to be made by a different course, the Sun man is willing to admit that the factory proprietors are not all a set of common liars.

The latest estimates placed upon the loss of property by the Pittsburgh riot, show that it will reach \$10,000,000. A fearful commentary upon the utter recklessness of lawlessness. This amount of property has been blotted out of existence—a dead loss to the country. Are laboring men so utterly blind to their own interests as not to see that such waste of property is a blow at their own best interests?

Another the checkiest thing we have seen is the claim of the Sun, to the effect that the blockade was raised because of the advice it gave yesterday morning. But then, in his overweening self-importance the Sun man always imagines that he is the leader of whatever temporary movement he may join, and lays to his soul the flatteringunction that he is an "organ."

On Monday a large body of men working on the sewers in Louisville were receiving \$1.10 per day. Tuesday morning they struck for \$1.25, which was granted, and Thursday afternoon, under the advice of some committee, they struck for \$1.50. The contractors refused to agree, and the men quit work and immediately marched to another part of the city where another large gang was at work, and compelled them to join the strike. This is the tyranny exercised by pestilent and lawless demagogues.

The Cincinnati Gazette puts the case in this way: "The proofs accumulate that this is a war of tramps, roughs, idlers and vagabonds on the workingmen. These are they that stop trains, drive the railroad men from them, and that are now threatening our city." The public stand by the workingmen, and against the roughs.

Patents procured by L. P. Graham, at 29 West Wood street. July 31 dwtw.

IS THIS A REBELLION?

Chicago Tribune.

What remained of the fallacy of state sovereignty has been completely exploded by the suspension of business and the scenes of disorder and violence that have spread throughout the country. The inefficiency and weakness of state governments in struggling against a concerted uprising of the mob classes have been abundantly demonstrated. The very first to appeal for the intervention and protection of the general government were two democratic governors of two democratic states, whose boast has been inviolable independence, self control and sovereignty. Other Governors waited till the weakness of the local organizations became more evident. Some of them, like the Indiana, buttermilk, hold aloof while their state laws are being trampled under foot, and their citizens intimidated and ruined. But everywhere a new feeling of security and hope is found among the people. They have faith in the strength of the national government, and in its ability to deal with mutinies or insurrections of any kind. This confidence and respect are felt by all classes of law and order people, and it is feared by the criminal and lawless classes.

Facts To Be Remembered.

[From the Dayton (Ohio) Journal.]

- John W. Garrett, president of the Baltimore and Ohio Railroad Company, is a Democrat, which is a fact.
- Col. Tom Scott, the great manager of the Pennsylvania, Panhandle and connecting lines, is so much of a Democrat that the Cincinnati Enquirer urged him for the nomination to the Democratic National Convention.
- Hon. Hugh J. Jewett, the president, receiver and manager of the New York and Erie railroad was one of the most prominent Democrats in Ohio before he went to New York, and is now a Democrat.
- William H. Vanderbilt, who entirely controls the New York Central road, is a Democrat.

Now it is a serious question whether mob violence throughout the country has not assumed the shape of a rebellion which it is the duty of the general government to put down and punish if it goes any farther. Certainly in the states where a call has already been made for national intervention, there who continue in revolt against the laws and the public peace array themselves in defiance of national authority.

The Strikers Have Blundered.

WHAT MUST BE DONE.

New York Sun.

As soon as the riots are ended, the first thing to be done by the parties having these railroads in charge is to make a just, comprehensive and permanent arrangement, establishing equitable rates among them, and making provisions which cannot be set aside, for the enforcement and maintenance of the agreement. This railroad war must not go on. There must be peace and the reign of law. The railroad managers must be honest and just toward each other, and then they can be just towards the public and their employees. Of the inner traits of dishonesty and without competition the country has had enough.

That was the Situation in Chicago Yesterday.

The Rioters Scattered and 111 Arrested.

More Favorable News from St. Louis.

Resumption of R. R. Traffic.

Triumph of the Law Over the Mob.

CHICAGO, July 27.—The seat of the local war has been moved over further from the news center than yesterday, and is now in the vicinity of Archer Avenue and Halstead street, some four miles away. The mob began to gather there at early hour this morning but not in great force, and no contest has taken place as yet.

At 1:30 a special from the scene says that a crowd had assembled on the corner of State street and Archer avenue, and was charged and dispersed at hour ago.

The orders to policemen have been modified so that they are now instructed to shoot down any man who interferes with them in the discharge of their duties. This modification of original orders is undoubtedly on account of the unfeeling denunciation on all sides which the temporizing policy has met with.

The regulars have been itching for unrestricted right to clean out the mob, and such proposition has been made to, but not accepted by, the city authorities.

Two companies of infantry and three of cavalry, direct from Ft. McPherson, fully armed, arrived here to day, and are quartered temporarily at the expense building waiting orders from the secretary of war.

Closely watch is kept on the rioters. Their every movement is reported, and any insubordination will meet with summary punishment.

The police headquarters have been notified of the arrest of a plug ugly gang who have been going about intimidating workmen and compelling them to quit.

The partial lists of arrested, yesterday and to day show 111 in all. It is stated that they are almost invariably of the lowest foreign element, and many of them well known by the police.

The Pittsburg and Fort Wayne railroad started out a train at 5:15 this afternoon with a guard of forty-four policemen.

It is rumored that the Communists are holding a meeting some miles from the city, and that the Second regiment has been sent after them.

A foreman of a car shop, to-day, said it was the intention of all workmen to return to work Monday morning.

—Ind. Jour.

11:15 p. m.—The night has been quiet up to this hour, and there is no prospect of any renewal of hostilities.

The mob has not made its appearance, and despite active scouring of the prairie beyond the city by the military, not a vestige of yesterday's rabble can be found. The history of the day's work would be comprised in harmless evolutions of cavalry and police. Not one single head has been broken, and not over a dozen shots fired, and they at random and without effect. The mob, as a mob, has melted away, and its component parts are missing.

It is stated to-night that the Communists have fixed Sunday as the next day of their attack. No authority is given for the statement, and it is believed to have no foundation in fact.

The patrol and other extraordinary precautions for safety are kept up to-night.

Among the incidents was the capture by Superintendent of Police Hickory, of a rioter, about whose wrists he fastened a cord, and mounting his horse, hurried the man away to the station through a crowd of yelling ruffians, who shot stones upon him, and his horse. A feature of the fight was the frequent participation of women, who fired shots from the inside and outside of their houses, or hurled stones and mud indiscriminately at all who wore white shirts or blue coats.

The railroads are resuming business, both freight and passenger. They have had no trouble with their men at any time, except in relation to wages, and it is believed that they have generally compromised that question or left it to arbitration. The officials and men are equally reticent on the subject.

The Illinois Central road took thirty-one cars of grain this morning, and is running all trains as usual. Their men, with very few exceptions, appeared at the car shop this morning, ready for duty. Their behavior is highly compensated by the officials.

TODAY, July 27.—An attempt was made this afternoon to move a freight train on the Lake Shore railroad, but the strikers detached the engine and returned it to the round-house. A man named Lee, of Pittsburg, was one of the leaders among the strikers.

HARRISBURG, July 27.—Freight trains started east and west this morning on the Pennsylvania road, and are going on the Philadelphia & Reading road. A number of men resumed work in the Pennsylvania shops.

TELEGRAPHIC

QUIET.

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The Chicago, Burlington & Quincy passenger trains are running over the Quincy line without any trouble whatever. Freight trains are not yet running; nothing definitely known regarding them, but the officers anticipate no further trouble.

The Lake Shore & Michigan Southern is sending passengers through as usual. Freight are light yet on that line.

On the Chicago, Rock Island & Pacific business has been resumed in every department. All trains on time.

On the Chicago & North Western, notwithstanding the disturbance has subsided, they are only running on some of the branches.

The Chicago & Alton still remains quiet, and will move no rolling stock until it is absolutely safe.

The Baltimore & Ohio is sending out no freight. Mails have gone out on all roads except the Chicago & Alton and the Fort Wayne. The latter road refuses to carry the mails without troops.

Sr. Louis, July 27.—The outlook is more encouraging, and the citizens, this morning, think the crisis is over. There is no relaxation of vigilance, and troops and arms have been coming in during the night, while the militia and citizens are still forming into companies. The secret of the inactivity of the authorities is that up to last night less than 1,000 guns were in possession of the militia throughout the entire city. Now, 5,000 will be armed before night. Thirteen companies had received, each loading guns up to 12 o'clock. At an early hour two companies were sent to the city hall, and received the keys and officials who had been doing duty there.

The mayor issued his proclamation this morning, ordering the laborers to resume their avocations and to refrain as far as possible from congregating on the streets. All persons interfering with business establishments or, railways will be punished to the full extent of the law.

At 11 o'clock Gen. John W. Noble, with a battalion of 400 men under Capt. Silas Bent, marched out of the Four Courts and proceeded to the Union depot. A large crowd has had virtual possession of the depot since Tuesday. The battalion was dissolved into companies, guns were loaded, and the crowd was charged with fixed bayonets, and driven out of the depot.

The movements of the militia were greeted with cheers and yells. The man who appeared to be leader of the mob element present, was seized and put under charge of a guard. General Noble established his headquarters in the depot building. The authorities further announced that the depot will be held and interference with trains not allowed.

A consultation was held at headquarters this forenoon, by Mayor Overstolz, Gen. Smith and prominent citizens, at which it was decided that as soon as the arms have been distributed, the announcement will be made that guards will be furnished for all shops and factories the proprietors of which wanted to resume work. The guards at the gas works and water works have been increased. All is quiet among the strikers.

The regulars have been notified of the arrest of a plug ugly gang who have been going about intimidating workmen and compelling them to quit.

The partial lists of arrested, yesterday and to day show 111 in all. It is stated that they are almost invariably of the lowest foreign element, and many of them well known by the police.

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Publishers.
1. H. MORSE,
Editor.
Decatur, Illinois:
Saturday Evening, July 28.

ALL OVER.

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REV. NEWTON CLOUD, of Waverly, Illinois, died, a day or two since, at the age of 72 years. Mr. Cloud was President of the Constitutional Convention of 1848 and afterward Senator and also a member of the House of Representatives. He was also a popular and influential preacher of the M. E. Church.

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The Cincinnati *Gazette* puts the one in the way: "The proofs accumulate that this is a war of tramps, roughs, idlers and vagabonds on the workingmen. These are they that stop trains, drive the railroad men from them, and that are now threatening our city." The public stand by the workingmen, and against the roughs.

Patents procured by L. P. Graham, at 29 West Wood street. [July 31st]

IS THIS A REBELLION?

Chicago Tribune.

What remained of the fallacy of state sovereignty has been completely exploded by the suspension of business and the scenes of disorder and violence that have spread throughout the country. The inefficiency and weakness of state governments in struggling against concerted uprising of the mob classes has been abundantly demonstrated. The very first to appeal for the intervention and protection of the general government were two democratic governors of two democratic states, whose house has been invaluable independence, self-control and sovereignty. Other Governors waited till the weakness of the local organizations became more evident. Some of them, like the Indians, but not, hold aloof while their state laws are being trampled under foot, and their citizens intimidated and ruined. But everywhere the feeling of security and hope is found among the people. They have faith in the strength of the national government, and in its ability to deal with mutinies or insurrections of any kind. This confidence and respect are felt by all classes of law and order people, and it is feared by the criminal and lawless classes.

Facts To Be Remembered.

[From the Dayton (Ohio) Journal.]

1. John W. Garrett, president of the Baltimore and Ohio Railroad Company, is a Democrat, which is a fact.

2. Col. Tom Scott, the great manager of the Pennsylvania, Panhandle and connecting lines, is so much of a Democrat that the Cincinnati *Enquirer* urged him for the nomination to the Democratic National Convention.

3. Hon. Hugh J. Jewett, the president, receiver and manager of the New York and Erie railroad was one of the most prominent Democrats in Ohio before he went to New York, and is now a Democrat.

4. William H. Vanderbilt, who continues in revolt against the laws and the public peace, array themselves in defiance of national authority. In many instances the property assaulted is under the guardianship of the United States, such as railroads in the hands of receivers appointed by the federal courts. In other cases assault have been made upon the United States revenue, as when some distilleries in Chicago were forced by the mob to quit work, thereby robbing the government of the tax that would accrue on the product. So, in other instances, one of the most essential branches of the government, has been forcibly interrupted by preventing the railroads from running their passenger trains. But in all cases and throughout the main portion of all the territory embraced within the jurisdiction of the United States government, has been forcibly interrupted by preventing the railroads from running their passenger trains. But in all cases and especially to decide whether passenger trains should be permitted to run. This committee of law-defying men could travel in style from one state to another, but the wife of a railroad official was refused permission to join her family, while the child of another was smuggled through in a mail bag, to the great indignation of my lords "the committee." Again, there is some thing ludicrous in the idea of a prominent railroad superintendent having to obtain a pass from "the committee" to travel over his own line, as we are assured was the fact in one case.—*Indianapolis Journal*.

A WASHINGTON dispatch says: "The Richmond (Va.) *Dispatch*, the most influential Democratic paper in Virginia, advocates in strong terms the increase of the regular army, which, it says, is too small for even guard duty." This from the organ of Virginia State Sovereignty! The scenes of the last week have opened the eyes of millions to the necessity that exists for an increase of the strength of the regular army. If the regulars numbered 50,000 men instead of 20,000, the trains of all kinds would be set in motion, and the business of the country resumed without further procrastination.

In Fort Wayne the chambermaids and scrub-girls of several of the taverns were in such sympathy with the strikers that they quit work and refused to make up a bed, empty a slop-bucket, or scrub a stairs unless the publicans would advance their wages 50 cents a week. Before the strike of the brakemen, switchmen and wipers at Fort Wayne, it had not occurred to those young ladies that they were not receiving all the compensation they were earning.

Pittsburg, July 27.—The city, during the night and this morning, was as quiet and orderly as could be desired, with the single exception of cowardly firing on members of the fire department while they were responding to an alarm from the East End district. Nothing serious had occurred up to noon.

Gen. Hancock had been ordered to Pittsburg, and Governor Harran, as commander-in-chief of the state troops, left Philadelphia for Pittsburg yesterday afternoon. Aside from this, nothing is known of the movements of the military, but the general impression is, that by quick movement they may take possession of the Pennsylvania road before the strikers have time to gather in sufficient force to offer resistance.

They will then proceed to send out freight east and west.

TOLDO, July 27.—All the manufacturing places are resuming work. The best of order prevails.

CINCINNATI, July 27.—All the employees of the Little Miami, and twenty-five brakemen and firemen on the C. C. & I. this morning, reported for duty on promise of being paid for time lost by the strike. Freight business will not be resumed until the railroads are assured protection. Irresponsible strangers are hanging around waiting for trouble to begin.

TOLDO, July 27.—An attempt was made this afternoon to move a freight train on the Lake Shore railroad, but the strikers detached the engine and returned to the car shop this morning, ready for duty. Their behavior is highly complicated by the officials.

The Michigan Central is running its passenger trains on time, east and west, and on all branches. The freight depot will be ready to go to work with its old force as soon as it is certain that the company's property will not be disturbed by the mob.

For Kansas.—There will be an excursion over the Atchison, Topeka and Santa Fe Railroad, leaving Decatur August 8th. For particulars enquire of T. Evans, over the post office, Decatur, Ill. [July 20th—d&w]

WHAT MUST BE DONE.

New York Sun.]

As soon as the riots are ended, the first thing to be done by the parties having these railroads in charge is to make a just, comprehensive and permanent arrangement, establishing equitable rates among them, and making provisions which cannot be set aside, for the enforcement and maintenance of the agreement. This railroad war must not go on. There must be peace and the reign of law. The railroad managers must be honest and just toward each other, and then they can be just towards the public and their employees. Of the bitter fruits of dishonesty and without competition the country has had enough.

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1. John W. Garrett, president of the Baltimore and Ohio Railroad Company, is a Democrat, which is a fact.

2. Col. Tom Scott, the great manager of the Pennsylvania, Panhandle and connecting lines, is so much of a Democrat that the Cincinnati *Enquirer* urged him for the nomination to the Democratic National Convention.

3. Hon. Hugh J. Jewett, the president, receiver and manager of the New York and Erie railroad was one of the most prominent Democrats in Ohio before he went to New York, and is now a Democrat.

4. William H. Vanderbilt, who continues in revolt against the laws and the public peace, array themselves in defiance of national authority. In many instances the property assaulted is under the guardianship of the United States, such as railroads in the hands of receivers appointed by the federal courts.

In other cases assault have been made upon the United States revenue, as when some distilleries in Chicago were forced by the mob to quit work, thereby robbing the government of the tax that would accrue on the product. So, in other instances, one of the most essential branches of the government, has been forcibly interrupted by preventing the railroads from running their passenger trains. But in all cases and especially to decide whether passenger trains should be permitted to run. This committee of law-defying men could travel in style from one state to another, but the wife of a railroad official was refused permission to join her family, while the child of another was smuggled through in a mail bag, to the great indignation of my lords "the committee."

Again, there is some thing ludicrous in the idea of a prominent railroad superintendent having to obtain a pass from "the committee" to travel over his own line, as we are assured was the fact in one case.—*Indianapolis Journal*.

A WASHINGTON dispatch says: "The Richmond (Va.) *Dispatch*, the most influential Democratic paper in Virginia, advocates in strong terms the increase of the regular army, which, it says, is too small for even guard duty." This from the organ of Virginia State Sovereignty!

The scenes of the last week have opened the eyes of millions to the necessity that exists for an increase of the strength of the regular army. If the regulars numbered 50,000 men instead of 20,000, the trains of all kinds would be set in motion, and the business of the country resumed without further procrastination.

In Fort Wayne the chambermaids and scrub-girls of several of the taverns were in such sympathy with the strikers that they quit work and refused to make up a bed, empty a slop-bucket, or scrub a stairs unless the publicans would advance their wages 50 cents a week.

Before the strike of the brakemen, switchmen and wipers at Fort Wayne, it had not occurred to those young ladies that they were not receiving all the compensation they were earning.

PITTSBURG, July 27.—The city, during the night and this morning, was as quiet and orderly as could be desired, with the single exception of cowardly firing on members of the fire department while they were responding to an alarm from the East End district. Nothing serious had occurred up to noon.

Gen. Hancock had been ordered to Pittsburg, and Governor Harran, as commander-in-chief of the state troops,

left Philadelphia for Pittsburg yesterday afternoon. Aside from this, nothing is known of the movements of the military, but the general impression is,

that by quick movement they may take possession of the Pennsylvania road before the strikers have time to gather in sufficient force to offer resistance.

They will then proceed to send out freight east and west.

TOLDO, July 27.—All the manufacturing places are resuming work. The best of order prevails.

CINCINNATI, July 27.—All the employees of the Little Miami, and twenty-five brakemen and firemen on the C. C. & I. this morning, reported for duty on promise of being paid for time lost by the strike. Freight business will not be resumed until the railroads are assured protection. Irresponsible strangers are hanging around waiting for trouble to begin.

TOLDO, July 27.—An attempt was made this afternoon to move a freight train on the Lake Shore railroad, but the strikers detached the engine and returned to the car shop this morning, ready for duty. Their behavior is highly complicated by the officials.

The Michigan Central is running its passenger trains on time, east and west, and on all branches. The freight depot will be ready to go to work with its old force as soon as it is certain that the company's property will not be disturbed by the mob.

For Kansas.—There will be an excursion over the Atchison, Topeka and Santa Fe Railroad, leaving Decatur August 8th. For particulars enquire of T. Evans, over the post office, Decatur, Ill. [July 20th—d&w]

TELEGRAPHIC QUIET.

That was the Situation in Chicago Yesterday.

The Rioters Scattered and Arrested.

More Favorable News from St. Louis.

Resumption of R. R. Traffic.

Triumph of the Law Over the Mob.

CHICAGO, July 27.—The seat of the local war has been moved over further from the news center than yesterday, and is now in the vicinity of Archer Avenue and Halsted street, some four miles away. The mob began to gather there at early hour this morning but not in great force, and no contest has taken place as yet.

At 1:30 a special from the scene says that a crowd had assembled on the corner of State street and Archer avenue, and was charged and dispersed at hour ago.

The orders to police have been modified so that they are now instructed to shoot down any man who interferes with them in the discharge of their duties. This modification of original orders is undoubtedly on account of the unfeeling denunciation on all sides which the temporizing policy has met with.

The regulars have been itching for an unrestricted right to clean out the mob, and such proposition has been made to, but not accepted, by the city authorities.

Two companies of infantry and three of cavalry, direct from Ft. McPherson, fully armed, arrived here to day, and are quartered temporarily at the exposition building waiting orders from the secretary of war.

Closs watch is kept on the rioters. Their every movement is reported, and any insubordination will meet with summary punishment.

The police headquarters have been notified of the arrest of a plug ugly gong who has been going about intimidating workmen and compelling them to quit.

The partial lists of arrested, yesterday and to day show 111 in all. It is stated that they are almost invariably of the worst foreign element, and many of them well known by the police.

The Pittsburg and Fort Wayne railroad started out a train at 5:15 this afternoon with a guard of forty-four policemen.

It is rumored that the Communists are holding a meeting some miles from the city, and that the Second regiment has been sent after them.

A foreman of a car shop, to-day, said it was the intention of all workmen to return to work Monday morning.

11:15 p. m.—The night has been quiet up to this hour, and there is no prospect of any renewal of hostilities.

The mob has not made its appearance, and despite active scouring of the prairie beyond the city by the military, not a vestige of yesterday's rabble can be found.

The history of the day's work would be comprised in harmless evolutions of cavalry and police. Not one single head has been broken, and not over a dozen shot fired, and they at random and without effect.

The mob, as a mob, has melted away, and its component parts are missing.

It is stated to-night that the Communists have fixed Sunday as the next day of their attack. No authority is given for the statement, and it is believed to have no foundation in fact.

The patrol and other extraordinary precautions for safety are kept up to-night.

Among the incidents was the capture by Superintendent of Police Hickey, of a rioter, about whose wrists he fastened a cord, and mounting his horse, hurried the man away to the station through a crowd of yelling ruffians, who showered stones upon him, and his horse.

A feature of the fight was the frequent participation of women, who fired shots from the inside and outside of their houses, or buried stones and mud indiscriminately at all who wore white shirts or blue coats.

The railroads are resuming business, both freight and passenger. They have had no trouble with their men at any time, except in relation to wages, and it is believed that they have generally compromised that question or left it to arbitration. The officials and men are equally reticent on the subject.

The Illinois Central road took thirty-

one cars of grain this morning, and is running all trains as usual. Their men, with very few exceptions, appeared at the car shop this morning, ready for duty. Their behavior is highly complicated by the officials.

TOLDO, July 27.—An attempt was made this afternoon to move a freight train on the Lake Shore railroad, but the strikers detached the engine and returned to the car shop this morning, ready for duty.

Their behavior is highly complicated by the officials.

The Michigan Central is running its

passenger trains on time, east and west, and on all branches. The freight depot will be ready to go to work with its old force as soon as it is certain that the company's property will not be disturbed by the mob.

For Kansas.—There will be an excursion over the Atchison, Topeka and Santa Fe Railroad, leaving Decatur August 8th. For particulars enquire of T. Evans, over the post office, Decatur, Ill. [July 20th—d&w]

The Chicago, Burlington & Quincy passenger trains are running over the Quincy line without any trouble whatever. Freight trains are not yet running; nothing definitely known regarding them, but the officials anticipate no further trouble.

The Lake Shore & Michigan Southern is sending passengers through as usual. Freight are light yet on that line.

On the Chicago, Rock Island & Pacific business has been resumed in every department. All trains on time.

On the Chicago & North Western, notwithstanding the disturbance has subsided, they are only running on some of the branches.

The Chicago & Alton still remains quiet, and will move no rolling stock until it is absolutely safe.

The Baltimore & Ohio is sending out no freight. Mails have gone out on all roads except the Chicago & Alton and the Fort Wayne. The latter road refuses to carry the mails without troops.

St. Louis, July 27.—The outlook is more encouraging, and the citizens, this morning, think the crisis is over.

There is no relaxation of vigilance, and troops and arms have been coming in during the night, while the militia and citizens are still forming into companies.

The secret of the inactivity of the authorities is that up to last night less than 1,000 guns were in possession of the militia throughout the entire city. Now, 6,000 will be armed before night.

Thirteen companies have received, each loading guns up

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WABASH

FAST MAIL ROUTE

Now controls and operates the following lines:

Toledo to St. Louis.....431 Miles

Toledo to Hannibal.....416 Miles

Toledo to Quincy.....471 Miles

Toledo to Rockford.....480 Miles

Co. now in full operation.

Saint Louis, Hannibal,

Quincy and Rockford.

To and from all Points in

Illinois, Missouri, Arkansas,

Kansas, Texas, Nebraska,

Colorado and California,

And forming the New York, Philadelphia, Boston, New England, and New York, Boston, and all other points in New England, enabling passengers who travel by the

"WABASH FAST LINE!"

to reach the principal cities in the East and West many hours in advance of other lines.

No change of cars between Cleveland and St. Joseph and Atchison (80 miles), and be two hours faster.

All Express Trains of this line are fully equipped with Pullman's Palace Sleepers, Westinghouse's Latest Improved Air Brake, and Miller's Platform and Coupler, rendering a smooth ride almost impossible.

Departure of Trains at Decatur Station:

MAIN LINE.

At 7 A.M., 12 P.M., 4 P.M., 7 P.M.

No. 1 Through Express.....10 A.M.

3 Fast Line.....12 P.M.

5 Fast Mail.....12 P.M., P.M.

No. 2 Lightning Express.....10:25 P.M.

4 Atlantic.....11:10 P.M.

8 Accommodation.....4:45 P.M., P.M.

The following Freight trains will carry passengers with them:

Grocery.....11:15 A.M., 12:15 P.M., 2:30 P.M., M.

ST. LOUIS DIVISION:

DEPART:

No. 41 Through Express.....1:15 A.M.

43 Through Express.....1:45 A.M.

45 Post Mail.....12:15 P.M.

No. 42 Lightning Express.....10:30 P.M.

44 Atlantic.....11:25 P.M.

46 Accommodation.....12:15 P.M.

W. ANDREWS, Gen'l Agent, Toledo.

H. C. TOWNSEND, Gen'l Passenger and Ticket Agent, Toledo.

K. HARWOOD, Agent, Decatur.

THROUGH TIME BY THE

**I.B.&W.
ROUTE.**

EASTWARD.

STATIONS: Nos. 41, 42, 43, 44, 45, 46.

L. & W. R. R. 12:15 P.M., 1:15 A.M., 12:15 P.M., 1:15 A.M., 12:15 P.M., 1:15 A.M.

14 Monticello 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

15 Champaign 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

16 Decatur 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

17 Urbana 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

18 Danville 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

19 Springfield 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

20 Marion 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

21 Vandalia 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

22 Paducah 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

23 Evansville 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

24 Louisville 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

25 New Albany 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

26 Indianapolis 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

27 Cincinnati 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

28 St. Louis 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

29 Kansas City 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

30 Chicago 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

31 Milwaukee 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

32 Winona 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

33 Dubuque 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

34 Sioux City 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

35 Des Moines 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

36 Cedar Rapids 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

37 Iowa City 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

38 Davenport 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

39 St. Paul 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

40 Minneapolis 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

41 Chicago 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

42 New York 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

43 Philadelphia 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

44 Atlantic 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

45 Accommodation 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

46 Express 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

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95 Night 1:30 P.M., 1:45 A.M., 12:15 P.M., 1:15 A.M.

96 Day 1:30 P.M., 1:45 A.M., 12:15 P.M.,

WABASH

FAST MAIL ROUTE

Now controls and operates the following lines:

Toledo to St. Louis..... 431 Miles
Toledo to Hannibal..... 415 Miles
Toledo to Quincy..... 371 Miles
Toledo to Keokuk..... 480 Miles

On and after June 1st, 1877.

Saint Louis, Hannibal,
Quincy and Keokuk,

To and from all Points in

Illinois, Missouri, Arkansas,
Kansas, Texas, Nebraska,
Colorado and California,

And forming the Western Line, connecting
between the M. & P. and Miss. & St. L.,
and New York, Boston, and all other points
in New England, enabling passengers who
travel by the

"WABASH FAST LINE!"

to reach the principal cities in the East and
West many hours in advance of other lines.
No change of cars between Cleveland and
the Wabash, and between Decatur and the
Wabash.

All Express Trains of this line are fully
equipped with Pullman's Platform Sleepers
Car, Dining Car, Parlor Car, Baggage Car,
Brake and Mifflin's Platform and Coupler,
rendering a serious accident almost impossible.

Departure of Trains at Decatur Station:

MAIN LINE:
GOING WEST:
No. 1 Through Express..... 1:30 p.m.
" Fast Mail..... 4:30 p.m.
" Freight..... 6:30 p.m.
" GOING EAST:
No. 2 Lightning Express..... 10:25 p.m.
" Fast Mail..... 11:30 p.m.
" Accommodation..... 1:45 p.m.

The following Freight trains will carry
passengers with tickets:

Gating east..... 10:15 a.m., 1:15 p.m., 2:25 p.m.
Gating west..... 2:30 p.m.

ST. LOUIS DIVISION:

DEPART:

No. 41 Through Express..... 1:15 p.m.
" " Fast Mail..... 4:30 p.m.
" " Accommodation..... 5:15 p.m.
Arrive:

No. 42 Lightning Express..... 10:25 p.m.
" " Fast Mail..... 11:30 p.m.
" " Accommodation..... 1:45 p.m.

It ANDREWS, Gen'l Sup't, Toledo,
H. C. TOWNSEND, Gen'l Passenger and Tick-
et Agent, Toledo.

K. HARWOOD, Agent, Decatur.

THROUGH TIME BY THE

**I. B. & W.
ROUTE.**

EASTWARD.

STATIONS: No. 1 No. 4 No. 6
L. H. & W. R. B. 12:30 p.m.
Decatur..... 1:30 p.m.
Monticello..... 2:30 p.m.
At Dowell..... 3:30 p.m.
Waukegan, I. L. 4:30 p.m.
Decatur..... 11:30 p.m.
Tolono..... 12:30 p.m.
At Danville..... 1:30 p.m.
I. L. & W. R. B. 2:30 p.m.
At Indianapolis..... 3:30 p.m.
At Cincinnati..... 4:30 p.m.
Dayton..... 5:30 p.m.
Columbus..... 6:30 p.m.
Zanesville..... 7:30 p.m.
Wheeling..... 7:35 p.m.
Washington..... 7:40 p.m.
Pittsburg..... 7:45 p.m.
Harrisburg..... 7:50 p.m.
Philadelphia..... 7:55 p.m.
New York..... 8:25 p.m.
Ogdensburg..... 8:45 p.m.
Buffalo..... 8:55 p.m.
Utica..... 8:55 p.m.
Lowell..... 8:55 p.m.
Nashville..... 7:45 p.m.

Train No. 6, via the Wabash, will leave
Daily except Saturday. All other
trains daily, except Sunday.

Renting Chair-Sleeping Cars with State
Rooms are run on No. 1, 4, 6, from Cham-
pagne and Danville to Chouteau, Okla.

GEORGE WIGGINS, Receiver,
AND W. BROWN, General Passenger and
Ticket Agent, Indianapolis, Ind.

For through tickets and further informa-
tion, address: M. MORRISON, Agent,
Decatur, Ill.

ILLINOIS' MIDLAND R.Y.

On and after Monday, March 25th, trains
will arrive and leave as follows:

ARRIVE AT DECATUR
FROM THE EAST.

Fast Line and Mail..... 11:15 a.m.
Through Freight and Accommodation..... 12:30 p.m.
Leave Decatur

DEPART WEST.

Fast Line and Mail..... 12:15 p.m.
Through Freight and Accommodation..... 12:30 p.m.
Leave Decatur

DEPART EAST.

Fast Line and Mail..... 10:35 a.m.
Through Freight and Accommodation..... 7:00 a.m.

Sleeping Cars to Terre Haute through
Chenango, Oneonta, Utica, Herkimer, Oneida,
H. M. KENDRICK, General Ticket Agent,
Paris, Ill.

J. F. McNEILLY, Freight Agent, Decatur.

PEKIN, LINCOLN & DECA-
TUR R. R.

DEPART:

Express..... 7:30 a.m.
Mail..... 8:30 p.m.

Thomas B. Grady vs. William Grady—Fore-
closure.

A. P. DAVIDSON, the party defendant in the
above entitled cause cannot be ascertained,
and that upon due and diligent inquiry he
cannot be found. He having been tried in the
office of the Clerk of the Circuit Court of
Macon County. Notice is hereby given to
the said plaintiff, or his attorney, or to
any other person who may be interested,
that the above named defendant has filed his
complaint in said court on the Chancery
side thereof, and that a summons thereto
has been issued, commanding him to appear
as named defendant, returnable on the day
of the term of the Circuit Court of
Macon County, to be held at the Court
House in the city of Decatur, in the county
of Macon and State of Illinois, on the
first Monday of August, 1877, at 12 o'clock
noon, unless he the said

William Grady, defendant, shall be and
appear before said court at the said next
August term, thereof, to be held at the
Court House in the city of Decatur, in the
county of Macon and State of Illinois, on
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